

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 MAY 1934

Date of writing Report 19 When handed in at Local Office 10 MAY 1934 Port of Liverpool

No. in Survey held at Birkenhead Date, First Survey 25th Oct /33. Last Survey 9th May 1934
 Reg. Book. on the Steel S.S. "TULIP" (Number of Visits 3)

Built at Southbrook (Haw) By whom built J. A. Walker Yard No. _____ Tons { Gross 409
 Net 185

Engines made at Newbury By whom made Pleuty & Sons Engine No. _____ When built 1897

Boilers made at Stockton-on-Tees By whom made Riley Bros. Boiler No. _____ When made 1897

Registered Horse Power _____ Owners Grayson, Rolfe & Brown Dock, Ltd. Port belonging to Liverpool.

Nom. Horse Power as per Rule 80 70 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.

Trade for which Vessel is intended Petroleum Sludge Vessel For Service in River Mersey at Holyhead.

ENGINES, &c.—Description of Engines Vertical Triple expansion reciprocating Revs. per minute 90

Dia. of Cylinders 13", 23" x 34" Length of Stroke 22 1/2" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 6" as fitted 6 1/4" Crank pin dia. 6 1/4" Crank webs Mid. length breadth 8 1/4" Thickness parallel to axis solid
 Mid. length thickness 3 3/4" shrunk Thickness around eye-hole _____

Intermediate Shafts, diameter as per Rule _____ as fitted none Thrust shaft, diameter at collars as per Rule 6" as fitted 6 1/4"

Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule as approved as fitted 6 3/4" Is the { tube } shaft fitted with a continuous liner { screw } no

Bronze Liners, thickness in way of bushes as per Rule 1/2" as fitted 9/16" Thickness between bushes as per Rule _____ as fitted _____ Is the after end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive _____

If two liners are fitted, is the shaft lapped or protected between the liners lapped Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller 25 1/2"

Propeller, dia. 7'6" Pitch 13'0" No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 25.2 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 10" Can one be overhauled while the other is at work _____

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 10" Can one be overhauled while the other is at work _____

Feed Pumps { No. and size 1-6" x 4" x 6" Duplex How driven steam Pumps connected to the Main Bilge Line { No. and size 1-7 1/2" x 5" x 6" Duplex, 1-3" x 10" How driven steam, main engine

Ballast Pumps, No. and size (4) 1-7 1/2" x 5" x 6" duplex Lubricating Oil Pumps, including Spare Pump, No. and size _____

Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4-3" hose In Pump Room _____ In Holds, &c. _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-3" **Independent Power Pump Direct Suctions to the Engine Room Bilges,** No. and size _____

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes _____

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges _____

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

What Pipes pass through the bunkers none How are they protected _____

What pipes pass through the deep tanks 4-3" hose Have they been tested as per Rule _____

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another yes Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 1307

Is Forced Draft fitted no No. and Description of Boilers One cylindrical single-ended multi-tubular Working Pressure 150 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? _____

Is the donkey boiler intended to be used for domestic purposes only _____

PLANS. Are approved plans forwarded herewith for Shafting 20/10/33 Main Boilers yes Auxiliary Boilers _____ Donkey Boilers _____

(If not state date of approval)

Superheaters _____ General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied _____

The foregoing is a correct description,

Manufacturer.



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004906-004917-0017

Dates of Survey while building:

- During progress of work in shops - - ✓
- During erection on board vessel - - - ✓

 Total No. of visits: _____

Dates of Examination of principal parts:

- Cylinders: 9/11/33
- Slides: 9/11/33
- Covers: 9/11/33
- Pistons: 9/11/33
- Piston Rods: 9/11/33
- Connecting rods: 9/11/33
- Crank shaft: 9/11/33
- Thrust shaft: 9/11/33
- Intermediate shafts: ✓
- Tube shaft: ✓
- Screw shaft: 16/11/33
- Propeller: 25-10-33
- Stern tube: 25-10-33
- Engine and boiler seatings: 9/11/33, 30/10/33
- Engines holding down bolts: 9/11/33
- Completion of fitting sea connections: 9/11/33
- Completion of pumping arrangements: 30/11/34
- Boilers fixed: ✓
- Engines tried under steam: 26/11/34
- Main boiler safety valves adjusted: 9-5-34
- Thickness of adjusting washers: Post 3/32, Start 4/32
- Crank shaft material: Steel
- Identification Mark: ✓
- Thrust shaft material: steel
- Identification Mark: ✓
- Intermediate shafts, material: ✓
- Identification Marks: ✓
- Tube shaft, material: ✓
- Identification Mark: ✓
- Screw shaft, material: Steel
- Identification Mark: ✓
- Steam Pipes, material: Solid drawn copper
- Test pressure: 300 lb
- Date of Test: 15/12/33, 27/11/33
- Is an installation fitted for burning oil fuel: yes
- Is the flash point of the oil to be used over 150°F: yes
- Have the requirements of the Rules for the use of oil as fuel been complied with: yes
- Is the vessel (not being an oil tanker) fitted for carrying oil as cargo: ✓
- If so, have the requirements of the Rules been complied with: ✓
- If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with: ✓
- Is this machinery duplicate of a previous case: ✓
- If so, state name of vessel: ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been examined, repairs have been carried out as found necessary, pumping arrangement altered & oil fuel installation fitted in accordance with rule requirements and approved plans.
 See also Rpt. 9.

Liverpool

The amount of Entry Fee ... £ : :
 Special ... £ 20 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for, 11 MAY 1934
 When received, 26/5/34

Committee's Minute
 Assigned: LMC S: 34
 Fitted for oil fuel S: 34
 F.P. above 150°F.
 T.S. 11.33. Elec. Light.

H.R. Howells & J. J. Millon
 Engineer Surveyor to Lloyd's Register of Shipping.

